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Our Children's Department

offers for to-morrow THREE SPECIALS that will make Suit selling SMOOTH SAIL-

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for an All-Wool Oxford Cassimere Suit, made with every at tention of a \$3 Suit. Ages 5 to 14.

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ranted wearer. Ages 4 to 15.

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BOYS' WAISTS-48c. grade, to-morrow, 24c. BOYS' GOLF CAPS—35 and

40c. grades, to-morrow, 22c. BOYS' SHOES-\$1.50 and \$1.75 grades, to-morrow, \$1.17. MEN'S PANTS. | MEN'S SUITS.

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250 pairs AllWool Pants, \$2 and fer five styles of \$2.50 value. All Wool Suits at To-re-trow, \$1.19 \$5. Value \$7.50 MEN'S HATS, -50 dozen new FALL HATS, stiff and soft-value \$1.50 and \$1.75. To-merrow, 98c.

a bsolutery pur-

Stamps JACOBS & LEVY, with eve- 707 East

Broad St. ୖୢ୰ଢ଼୴ଢ଼୰ଌଡ଼ଢ଼ଡ଼ଢ଼ଡ଼ଌଡ଼ଌଡ଼ୡଡ଼ୡଡ଼ୡଡ଼ଢ଼ଡ଼ୡଡ଼ୡ**ଡ଼**

QUERIES & ANSWERS.

THE BACK! TO OFFICE - HOLDING.

WHICH SIDE OF A POSTAL-CARD IS

Positions and Chairman ships of Political Parties-Can Our Parents Ever Be Regarded as Our Neighbors !- Etc.

Archie Dean. To the Editor of the Dispatch: Please publish the poem or recitation, rchie Dean. FANNIE B. Archie Dean. Poindexter's, Va. Well, let some one send us a copy.

The Adopted Child.

To the Editor of the Dispatch: Please publish in the Dispatch Mrs. Hemans's beautiful poem, "The Adopted Child," commencing "Why wouldst thou leave me. O, gentle My home on the mountains is bleak and wild."

Clarksville, Va. Well, let some one send us a copy.

Our Neighbors. To the Editor of the Dispatch:

I am a daily reader of your paper, and, therefore, would like very much for you to answer my question: Since Scripture child is our solethor, can we, or can we not, regard our parents as our neighbors in several ways? A BAITHFUL READER.

Yes, you can

"Back" of an Envelope. Which side of a postal card is the back? also, which side of a sealed letter? Charlottesville, Va.

According to our understanding of the matter, the front of a postal card or enyelope is that part upon which the adthat part seen when the front is laid down

More Than One Office. To the Editor of the Dispatch:

Please inform me if it is lawful for one person to hold several county offices at same time, such as County Superintendent of Public Schools, chairman of the Demonity place where he had ever found anyeratic party. Doctor of the Poor, and several others of same kind? LEE HALL

The law provides that no person shall hold more than one county or district office at the same time. In our opinion, however, the offices of chairman of the Democratic party and Physician to the Poor are not county or district offices within the meaning of this law,

Sugar-Beet Industry. To the Editor of the New York Sun: Sir,—From the last annual report of the largest best sugar manufactory in Culmace. Pruesia) Germany, wa learn that 145,340 long tons of beets were converied into sugar for the scasan of 1856-97. The average cost per gross ton 1856-'97. The averagof beets was \$4.20. of beets was \$4.20. The cost of conversion was \$4.40 per ton. The capital of the company owning the factory is 1,300,000 marks, about \$225,000. The total net profit for the year was 171,254 marks. A

than the German refiner. For many years to come sugar beets will yield a better return to the producer than cotton, corn, or wheat.

Two million acros of beets at \$50 per acre return to the farmer \$100.000,000, while two million acros of wheat or corn return only \$20,000,000 at the most.

How long shall we continue to export the product of 10,000,000 acres of corn and

the product of 10,000,000 acres of corn and wheat to pay for the sugar products of 2,000,000 acres of sugar beets grown in Europe? The men who produce the beets and convert them into sugar have become consumers of American wheat and corn as well as of the product of We can and should produce at least

all the sugar we consume, and thus pre-vent the export of gold to pay for sugar purchases. MULFORD.

A Neglected Orchard.

(The Country Gentleman.) Kindly advise me how to manure and treat an apple orchard that has been C. A. S.

This inquiry is indefinite as to the precise condition of the orchard, age of trees, etc. Presuming the trees to be of bearing age, the ground a sod (pas-ture or meadow), the trees having more or less dead wood, and a growth of branches called suckers, we recommend cutting out all dead branches and others that crowd each other as well as the n the central portion of the tree top. The ground should be ploughed and kept the TALMUD. By Arsone Darmeste-cultivated during the entire season, and ter. Translated from the French by in annual, or at least blennial, dressing, of stable or barn-yard manure applied, and in addition, an application of ground bone, two or three hundred pounds to the acre, with half as much muriate of potash. Such treatment will probably restore the orchard to a thirfty and productive condition, provided it has not been neglected so long as to become worthless.

Notice to Correspondents.

No notice will be taken of anonymous In answering queries our first attention

will be given to the letters of those correspondents who ask but one question We cannot publish copyrighted songs ignorance that prevails concerning it.

For what is generally known of this book? At the utmost, its name. People

the owner of the copyright.

the advertising of any person's business or wares. Nor will any attention be given to long

"strings" of questions. Every week a nation, the expression of a social system of correspondents ignore this tem, and that, in virtue thereof, it falls under the laws governing the progress rule of ours, and afterwards wonder why their queries are not answered. Many queries are not answered because similar ones have been recently

answered. We cannot undertake to ascertain the value of old coins. For that information write to some dealer in them. .

We cannot undertake to answer queries by mail; we can only answer them through this column.

We are frequently called upon to republish poems and songs, but we will not undertake to do so, except where to have been done with great care and the production called for has some historical or peculiar literary merit, and is FIGHTING A FIRE. By Charles Thaxnot of easy access to the average reader. Address "Query Editor, Dispatch Office, Richmond, Va." N. B .- We do not read unsigned letters.

New Books.

THE KING OF THE PARK. By Miss Marshall Saunders, Author of Beautiful Joe," &c., &c. New York and Boston: Thomas Y. Crowell & Co. 1897. Cloth. Price, \$1.25. Pages, 226. Illustrated.

One of our enrnest contributors is writing up dogs, their sagacity and fidelity, and here is an author performing the same gracious office towards the felina species. We cordially sympathize with them both, and have derived pleasure from the work before us. It is dedicated to a policeman, his wife, and

associates. Police-Sergeant Hardy had charge of one of the parks of Boston, called the Fens. He was a humane man, and allowed a number of banished and mal-treated cats to take refuge there, where he fed them at his own expense, and by his kindness acquired perfect control over them. He allowed one of them to beccme a sort of king over the rest, and Boosy, forgetting how he had been treated, was rather much of a despot. The performances of King Boosy and his subjects constitute, however, only a part of the contents of the work. Sergeant Hardy has other proteges also, one of whom is a bright, precocious, French youth, Eugene, who is descend-ed from "Monsteur le Comte Eugene Claude Louis Hernando de Vargas, formerly seigneur of the chateau of Chatil-lon-Sur-Loir, in the Department of Loir-et-Cher in France," etc., etc. On one occasion Eugene gets into one of the quagmires of the park, and is in imminent danger of being submerged in the slimy mud. One of the cats, seeing

his peril, hurries off for the Sergeant and brings him to the rescue just in the nick of time.

The sentiments and opinions of young Eugene had been perverted by his own Hispidated and exiled grandfather, who till held on to his ultra Napoleonic

deas and his aristocratic memories, eweller and watch-repairer. He taught Eugene to adore the great Emperor, and to hate republican institutions and wo men. Hardy determines to treat him with the same kindness and tact that he

had shown to his cats.

After the death of the perverted old grandfather the Sergeant takes Eugene, almost by force, to his own neat and modest home, where he becomes almost unwillingly happy and more attached to the Sergeant and his wife than he knew. dress is usually written. The back is that part seen when the front is laid down upon a table or other thing.

He had now become entitled to some expectations in France, but his ungenerous uncle, who held his property. made only a meagre provision for him, and sent over a priest to conduct him to France. Eugene actually starts with him and gets as far as New York. But on the way thither his unconscious beart asserts itself; he refuses to sail only place where he had ever found any-thing like a home. He is welcomed back with joy, is virtually adopted by his fond patrons, who have no offspring, and is not only happy, but undergoes a great and salutary change, in character, entiments, and opinions,

After these good people had done all this for him out of their moderate means, they received a handsome suburban es-tate from an aunt of the wife's, and then the released Sergeant, on a stately chestnut horse, and Eugene, on a beauchestnut horse, and Eugene, on a beau-tiful pony, used to pay visits to the park, where they were eagerly wel-comed by King Boosy and his subjects. There is a unique love episode between Eugene and little Virgie Manning, and her wealthy father, and Miss Saunders might, in an agreeable sequel, follow up this, and the subsequent career of Eu-gene. After various appropriate scenes After various appropriate and adventures in America, she might even take them on a bridal tour to Chatillon-Sur-Loly and restore to him his lost inheritance.

SKETCHES FROM OLD VIRGINIA.

By A. G. Bradley. London and New York: Macmillan & Co. 1837. Cloth and spering yield of twelve and a half tens of beets per acre, the factory consumed the product of nearly 12,000.

Are some allowance must be made for his same allowance must be made for his some allowance must be made for his sweether. He strower for wheat or come west of Ohio Goes not exceed \$5 per acre. Raw sugar is worth more to the refiner in this country than in German, therefore, he can be sugar for them to the refiner in this country than in German, therefore, he can be sugar to the devastations of that tremendous conflict. But some of the method of them depict the devastations of that tremendous conflict. But some of the most of responsibility. In justice to the publishers, who have done their part very listed and the property of seeing tremendous conflict. But some of the most of testing the property of seeing the property of seeing tremendous conflict. But some of the method in their date and some of them depict the devastations of that tremendous conflict. But some of them the property of seeing the prop SKETCHES FROM OLD VIRGINIA.

characters, whom he has most graphically drawn, are not only ante-belium types, but products of causes and influences which had been operating for generations. His historical introduction would hardly pass muster with our school committees on history. He bears more severely upon the war of 1812-15 than upon that of 1861-65. He says the former was "a wanton war" and exults former was "a wanton war" and exults over the results in Canada. Of the latter, he says: "The time came when Vir-ginia was compelled to take the field. Her soil became the cock-pit contending armies and was ravaged from end to end and her slaves forcibly freed. But her sons covered themselves with glory, and if one may say so, out of a host where all were valiant, will be for-ever remembered as the bravest of the

brave. These sketches are republications from Blackwood, Macmillan's, the Badminton, etc., but Mr. Bradley is known in England for another production of his pen, the "Life of General Wolfe," which he was designated to prepare as one of series of "English men of Action." he is said to have executed that task with marked success. If we remember aright, Thackeray, in his "Virginians," makes General Wolfe take one of his young Virginlans with him to Quebec, and here we have the English biographer of Wolfe giving us a touch of Braddock and his soldiers in Virginia.

Our Scotch-Presbyterian fellow-citizens will hardly object to the account which Mr. Bradley has given of their forbears.

ter. Translated from the French by Henrictta Szold. Philadelphia: The Jewish Publication Society of America.

This is No. 4 of a most interesting, nstructive, and scholarly series of short treatises on the Talmud. An introductory note says: "If we consider that tory note says: "If we consider that it (the Talmud) is the faithful mirror of the manners, the institutions, the knowledge of the Jews-in a word, of the whole of their civilization in India and Babylonia during the prolific centuries preceding and following the adturies preceding and following the advent of Christianity-we shall understand the importance of a work, unique of its kind, in which a whole people has de-posited its feelings, its beliefs, its soul. Nothing, indeed, can equal the impor-tance of the Talmud, unless it be the

the owner of the copyright.

This column is not an advertising medium. No query will receive attention still more fantastic style, in which bits the answer to which would necessitate of all sorts of more or less exact knowledge, together with dreams and fables, lie heaped up with the incoherency of complete disorder. But it has not yet been made plain that it is the work of

> of humanity." note contains an eminently true description of the Talmud, and its value from a literary and historic, to say no-thing of a religious, point of view. Nor does it exaggerate respecting popular

> ignorance of this great work. Each one of the present series, so far published, calculated to stimulate more wide spread interest in the Talmud, and to help dispel the ignorance referred to. No. 4 is broadly divided into two parts-"The formation of the Talmud, the spirit of its formation." The translating seems

ter Hill. With 39 Pictures by the Author. 12mo, 250 pages. New - York: The

Century Company. Price, \$1.50. This book tells how the fire department of a great city is organized, how the firemen are trained, how fire-alarms are transmitted by telegraph, etc. Mr. Hill is an artist who has been interested in fires and firemen over since 1882, actively since 1887. In the latter year, while watching a fire in New York, the efforts of a company in stretching the hose in place appealed to him as a subject for an artistic composition, and reject for an artistic composition, and re-sulted in the first picture he drew devoted to the fire department. After that Mr. Hill's interest in everything per-taining to the life of the firemen grew. and he was enabled by his close asso-ciation with the men to see many pic-turesque phases of their life. He has attended nearly every large fire in New York and its neighborhood for the past ten or twelve years, and has spent much of his lelsure time in the engine-houses. This has given him a closer acquaintance with the department in New is, perhaps, possessed by any other man not officially connected with it. He has also had a practical experience with fires, for often he has volunteered his services to "stretch in" the hose and help a company get "first water," always an object of keenest rivalry be-tween the different engine companies. The present book, therefore, is the re-sult of many years of close acquaint-anceship with firemen and their ways. It presents a graphic picture of the perils, the hardships, and the almost daily heroism of a fireman's life. Every branch of the service is described, in-cluding "The Floating Fire-Engines," cluding "The Floating Fire-Engines,"
"The Fire Patrol," "The School for Firemen," and there is also a chapter devoted to "Peter Spots, Fireman," a pet dog of one of the engine companies that has attended almost all of the large fires in recent years with all of the zest of a uniformed member of the force.

MEN I HAVE KNOWN. By the Very Rev. F. W. Farrar, D. D., Dean of Canterbury. Illustrated With Numer-cus Fac-Simile Letters and Portraits. 12mo. Cloth, Gilt Top. Price, \$1.75. Published by Thomas Y. Crowell & Co., New York.

"Every man or woman of cultivated intelligence," says Dean Farrar, "takes an interest in seeing men of unquestioned greatness, the chief figures in the age

in which they have lived."

And next to seeing with our physical eyes comes the pleasure of seeing through the eyes of a cultivated and accurate observer, who is quick to catch the characteristics and to interpret the personality. Such a person is Dean Farrar himself, who, from his position, has been naturally thrown in contact with most of the great men of the Victorian Era. He writes in a charming, familiar, and yet dignified style of Lord Tennyson, Robert Browning, Matthew Arnold, Professor F. D. Maurice, Dean Stanley; of Darwin, Tyndall, Huxley, and other eminent scientists; of Lowell, Whittier, Holmes, Cyrus Field, George W. Childs; of Archbishop Tait, Bishop Lightfoot, Phillips Brooks, Newman, Pusey, Canob Liddon, and Kingsley, and other eloquent divines; of the three Lyttons, Macaulay, Chackeray, Carlyle, and Thomas Hughes. He tells many capital anecdotes, quotes brilliant repartees, and shows himself in many ways a capital critic. While it is in no sense a literary history, the student of contemporary literature will find the volume invaluable in giving aid to a clear appreciation of the best writers of the day, and as time goes on it will be-come more and more valuable as a contribution to the sort of biography that throws light on an author's work. It is admirably illustrated.

THE DAYS OF JEANNE D'ARC. Mary Hartwell Catherwood. With frontispiece reproduction of the statue by P. Dubois. 12mo, 299 pages. New York: The Century Company. Price,

The story of Jeanne d'Are has of late been much in the mind of the world of art and letters. With the revolt from petty realism has come a relish for tales of genuine heroism and strong but healthful emotion. Mrs. Catherwood has made a close study of the life and times of

what she saw with a convincing vividness of detail. The spirit in which she has approached her task is shown by the following from her preface: "This book is the outcome of many months of patient study and collection of material in America, the revisal and rejection of much of this in Paris, of journeys over the Maid's country, and her path from Domremy to Rouen, in voitures, on foot, in earts, of a character study of the fifteenth century, and, at the risk of moving a smile, I will confess it as the result of a divine

COLLEGE TRAINING FOR WOMEN. By Kate Holladay Claghorn, Ph. D., Yale. New York and Boston: Thomas Y. Crowell & Co. Cloth and gilt. Pages

Dr. Claghorn does not argue the question whether women should have college training or not. She knows that she and many others have enjoyed it, and that the privilege will not only be continued to her sex, but greatly extended, not alone by institutions for women, but universities that are now "hemming and hawing" about the admission of females vill have to open wide their doors to

In nine chanters she well discusses both as to thought and style. What the Col-lege Can Do, The Preparation, Choosing a College, Life at College, The Graduate Student, Alumnae Associations, The College-Trained Mother, The College Woman as a Social Influence, and College Train-ing for the Wage-Earner, "The College-Trained Mother" is a sweet essay. The Trained Mother' is a sweet essay. The extent of the Alumnae Association was pleasing news to us. It commenced with a membership of only sixty-six from eight colleges—Oberlin, Vassar, Cornell, Michigan, Wisconsin, Boston, Smith and Wellesley. Now it has a membership above 2,000; and represents fifteen different colleges and universities, and they have done systematic, practical, and useful work. It is not necessary to settle the question as to the intellectual equality of the sexes. Numbers of women have and ass lemonstrated their equality at least. But Heaven. if the inferiority of woman were ad-mitted, the conclusion would be inevitable that she was, a fortiori, entitled to every opportunity and every advantage, in order to give her the chance to make up for that inferiority.

STUDENTS' SERIES OF ENGLISH CLASSICS. Macbeth. Edited, with Introduction and Notes, by James M. Garnett, M. A., LL. D., Leach, Shewell & Sanborn, Boston, New York, and 1897 This is an elegant and complete edition

of Shakespeare's master drama, in which ne equalled, if not excelled, the great Aeschylus himself. The editor was for come years professor of English in the University of Virginia, and is now connected with the Woman's College in Bal-timore. He has a hereditary claim to eaching. His grandfather, for whom he has been named, was a noted educator, and wrote a good traclate on the sub ect which he so well exemplified. He onducted at his residence, in Essex county, Va., a boarding and day seminary for girls, in which were trained the re-flued daughters of Tidewater Virginia, besides others who were drawn to him from a distance by his reputation. Our editor has availed himself of the studies of preceding editors and critics, and of contemporary Shakespeare societies. He has separated the textual notes from the explanatory, because the former may not be needed for younger pupils, and to make his work as complete as possible, there is even an appendix, in which the inter polations in Macbeth and Middleton's sup posed share in them are considered. Dr. Garnett dedicates his work to his Shakespeare class in the Woman's College of Baltimore, Md., and this shall introduce the following notice of

THE WRECK OF THE CIRCUS. By James Otis, author of "How Tommy Saved the Barn," "A Short Cruise," &c. New York, 46 east Fourteenth street; Thomas Y. Crowell & Co. Boston, 100 Purchase street. Pages. 97. Frontispiece. Cloth. Price, 50 cents. The author has told his story in a very ntertaining style, and it will hold any child's attention. The hero is a boy living in a small town—Berwick, A circus comes to the place, and naturally he wants to go to it, but he is left in charge of his baby brother, with the injunction not to leave home. He determines, after much reasoning with his conscience, to lying there, meets a companion, who tells riving there, meets a companion, who tells him of a job by which he can earn a ticket to the show. He leaves his little brother in charge of a girl friend, and on returning finds the baby lost. There comes up a hurricane, which overthrows the tents and causes great disaster. The hero takes a long time to find the baby, and the description of his amorticas or and the description of his emotions or finding him are very true to nature. The boy's character and his repentance are finely portrayed, and the story teacher a splendid lesson on the sin of disobedi-

EVANGELICA. By Apollo Belvedere. Illustrated by C. D. Weldon. Published by the author. University Press: John Wilson & Son. For sale by M. Russell,

bookseller, New York city. Pages, 181. Price, \$1.25. The author's theory is that "will" is omnipotent for transformation, regenera-tion, the conquering of hereditary ten-dencies, and everything else, and she—we take the author to be a woman—essays to illustrate her theory in the apotheosis, so to speak, of a waif. This waif, a girl, who, owing to heredity and environment, is about as unpromising a specimen as could be found, becomes by the exercise of will little less than divine in mind, heart, and person. The style of the book is rhapsodical to the last degree. The author may have a clear idea of what her most transcendental flights mean, and may know whether she is a Christian or Buddhist, or both, with something else thrown in, but the average reader will never be able to satisfy himself on these points. The best that can be said of the book is that it is harmless, for what is understandable in it is laughable.

TANGLEWOOD TALES FOR GIRLS AND BOYS: Being a Second Wonder-Book. By Nathaniel Hawthorne. 264 With Colored Frontispiece and Eight Full-Page Illustrations by W. St. John Harper, 16mo, 75 cents. (Children's Favorite Classics). Thomas Y. Crowell & Co., Publishers. In the "Tanglewood Tales" Hawthorne

tells in his vivacious and mimitable manner the old Greek stories of "The Mirotaur," the Pygmies, the Dragon's Teeth, Circe's Palace, the Pomegranate Seeds, and the Golden Fleece. He takes the ancient, well-worn myths and works them over into tales of fresh and undying beauty. The heroes and heroines seem to live before our eyes. Such is the charm of the Tanglewood Tales that they have become a classic wherever the English language is read. This new edition has everything to commend it to the young; typography, binding, and illustrations alike appeal to the best

well, we advertise it. In deference to the leparted author and artist, we pass it by with a little of the French in which it so abounds as to offer an extensive clossary to its non-Gallic readers: Chacun a son gout.

ONE HUNDRED CHOICE SELEC-TIONS. No. 36. A Repository of Readings, Recitations, and Plays, Comprising Eloquence and Sentiment, Pathos and Humor, Dialect and Im-personations, Farces and Dialogues, Temperance Effusions, Etc. Edited by Phineas Garrett. Philadelphia: The Penn Publishing Company. For sale by Hunter & Co.

Science and Religion. (Observations of a Philosophical Friend of Ours.)

"Omnia plena Iovis."-Virgil.

Science, from its own point of view, is altogether human. Man, with his senses, faculties, and judgment, is the great being that knows, and his knowing is science; what he knows is knowledge. The proud man of science disdains the supernatural.

Science is preserved and kept in being by means of books, and by the continuance of the human race, the perpetuation of the human mind. When the human mind vanishes knowledge vanishes. Science has no existence of its own. Man breathes out his life, and in that very day his thoughts perish.

Religion is the wisdom that controls the universe, the constitutional government of God. The eternal God is its auther, and He is the power that keeps it in being. It is His dominion.

Science is the light of the mortal. Religion is the light and life of the Eternal. Science all depends on the uncertain, imperfect, perverted powers and faculties Religion is of God.

The will of God and His Kingdom are manifested in all the laws that govern the universe. He is the centre of the system of all systems. All things serve Him. And the obligation of that service is religion. The laws that hold the onstellations in their places; that make the planets to continue in their courses around the sun; that keep the moon in determine the action of heat, light, and electricity; that fix the qualities and nature of matter, are from the same source and authority as the Ten Command-ments, and what we know as the fruits of the spirit, love, joy, peace, long suffering, gentleness, meekness, and faith. Righteousness is the perfect obedience of law, and the effect of it is quietness and assurance forever—the Kingdom of

Compared with this, Science is the finite compared with the infinite. It is a poor carpenter with his measuring line, his saw, and his hatchet, constructing the Temple of Solomon; or a ufinitely more humiliating than that.

For his own nature it is a poor, blind, perverted, disordered, ignorant being, trying to make a god of himself.

Man was made to use all his senses and perceptions and faculties: to develop his Godlikeness. All his environ-ments educate him, cultivate, and en-

lighten him: and do him homage as the heir of all things. But all this is as the Son of God. His best and highest science and greatest power is child's play in the presence of God. What a pity it is that science cannot be reverent: and do its most honorable work, and acknowledge the everlasting

arms that are all around it? The devou man of science delights in the words of the Psalmist: Of old hast Thou laid the foundations

of the earth; and the Heavens are the work of Thy hands.

They shall perish, but thou shalt endure: they all shall wax old as a carment, and as a vesture shalt Thou change them and they shall be changed. But Thou art the same: and Thy years shall

And on the other hand he says: When and on the other hand he says: When I consider the Heavens, the work of Thy hands, the moon, and the stars that Thou hast made, what is man that Thou art mindful of him, or the son of man that Thou regardest him? Just now a King; and now a clod and module of confounded royalty.

with LOCAL APPLICATIONS, as they with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Catarrh Cure is not a quack medicine. It was prescribed by one of the best physicians in this country for years, and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing Catarrh. Send nderful results in curing Catarrh. Send

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rassengers can leave Richmond DALLY via Chesapeake and Ohlo railway at 8:50 A. M., or Richmond and Petersburg railroad (Norfolk and Western route) 9 A. M., connecting at Norfolk with Old Dominion Line steamer, sailing same evening for New York. ALL-WATER ROUTE.

ALL-WATER ROUTE.

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for New York and all points beyond can be shipped by direct steamers, sailing from Richmond every MONDAY AND FRIDAY at 5 P. M.; also, by steamer leaving Richmond WEDNESDAY 5 P. M. for Norfolk, connecting with steamer for New York.

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Passengers can leave daily, except Sunday, to Norfolk or Old Point Comfort, connecting with Norfolk and Western railroad or Chesapeake and Ohio railway. Direct steamers (via James-river route) leave every SATURDAY (passenger and freight), and MONDAY (freight only). Sailing from company's pier, No. 26 North river, foot of Beach street, at 3 P. M.: Saturday, 4 P. M. Freight received and forwarded daily, except Sunday.

For further information apply to JOHN F. MAYER, Agent, 1212 east Main street, where the sunday of t

Orders for printing sent to the Dispatch Company will be given prompt attention, and the style of work and prices will be sure to please you.

July 4, 1897.

LEAVE RICHMOND, BYRD-STREET ETATION.

RAILMOAD LINES

9:00 A. M., Daily-Richmond and Nor-folk VESTIBULE LIMIT-ED. Second-class tickets not accepted on this train. 9:05 A. M., Daily, "THE CHICAGO EX-PRESS." for Lynchburg.

9:05 A. M., Daily, "THE CHICAGO EX-PEESS." for Lynchburg. Roanoke, Columbus, and Chicago. Pullman Sieeper Roanoke to Columbus; also, for Radford, Bristol, Knoxville, Chattanoega, and intermediate points.

7:30 P. M., Daily, for Norfolk, Sugolk, and intermediate stations.

11:56 P. M., Daily, for Lynchburg and Roanoke, Connects at Roanoke with Washington and Chattanoega Limited. Pullman Sieepers Roanoke to Memphis and New Orleans.

PULLMAN SLEEPER between RICH-MOND AND LYNCHBURG ready for occupancy at 9 P. M.; also, Pullman Sieeper Petersburg to Roanoke.

Trains arrive Richmond from Lynchburg and the West daily 8:15 A. M., and 8:56 P. M. From Norfolk and the East 11:05 A. M., and Vestibuled Limited 7 P. M. Office: 28 Main screet.

R. W. COURTNEY,
District Passenger Agent;
General Offices: Roanoke, Va. 3c 2

R., F. & P. Richmond, Fredericks-burg & Potomac.

Schedule in Effect April 15, 1897. LEAVE BYRD-STREET STATION. 8:20 A. M., Sunday only, for Washing-ton and points North, Stops at Elba, Glen Allen, Ash-land, Doswell, Ruther Glen, Penola, Milford, Guinea, Fredericksburg, Brooke, and

F:45 A. M., Daily, except Sunday, for Washington and points North. Stops at Elba, Ashland, Taylorsville, Doswell, Ruther Glen, Penoia, Milford, Woodslane, Guinea, Summit. Fredericksburg. Summit, Fredericksburg, Brooke, and Widewater. Pollman car.

Brooke, and Widewater. Pullman car.
Daily except Sunday, for Washington and points North. Stops at Elba, Gien Allen, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater. Parlor-car. Also, connects with Congressional Limited at Washington, Daily, for Washington and points North. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater, and other stations Sundays. Sleeper, Richmond to New York. 12.00 M.,

ARRIVE BYRD-STREET STATION.

ARRIVE BYRD-STREET STATION.

S:40 A. M., Dany, Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland, and Elba, and other stations Sundays, Sleeper, New York to Richmond.

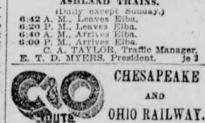
2:45 P. M., Dally, except Sunday, Stops at Widewater, Brooke, Fredericksburg, Summit, Gulnea, Woodslane, Milford, Penola, Ruther Glen, Doswell, Taylorsville, Ashland, Glen Allen, and Elba, Parlor-car from Washington.

7:10 P. M., Dally, Stops only at Fredericksburg, Doswell, and Ashland, Pullman cars from New York and Washington.

8:36 P. M., Dally, Stops at Widewater, Brooke, Redericksburg, Summit, Gulnea, Woodslane, Milford, Penola, Ruther Glen, Doswell, Ashland, Glen Allen, and Elba, Sleep-

Milford, Penola, Ruthe Glen, Doswell, Ashland Glen Allen, and Elba, Sleep FREDERICKSB'G ACCOMMODATION.

(Daily except Sunday.) 4:00 P. M., Leaves Byrd-Street Station. 8:30 A. M. Arrives Byrd-Street Station. ASHLAND TRAINS.



Effective September 26, 1897. TRAINS LEAVE RICHMOND, BROAD-STREET STATION. 8:50 A. M., Daily, with Parlor car, for

Norfolk, Portsmouth, Old Point, Newport News, and principal stations, Connects daily with Old Dominion steamships for New York.

3:40 P. M. Daily, with Pullman, for local stations, Newport News, Old Point, Norfolk, and Portsmouth.

and Portsmouth.

Local train, except Sunday, for W. Clifton Forge, Connects at Gordonsville for Orange, Culveper, Calverton, Manassas, Alexandria, and Washington; at Union Station, Charlottesville, for Lynchburg; at Basic for Hagerstown.

Lynchburg; at Basic for Hagerstown.

2:15 P. M., Daily, with Pullmans to Cincinnati, Louisville, and St. Louis. Stops only at important stations. Connects at Covington daily for Virginia Hot Springs. Meals served on Dining-cars. No. 7, Local Train, except Sunday, follows above train from Gordonsville to Staunton.

5:00 P. M., Accommodation, except Sunday, for Charlottesville.

10:30 P. M., Daily for Cincinnati, with F. F. V. Pullmans to Hinton, W Va., and Gordonsville to Cincinnati and Louisville. Meals served on Dining-cars. Conventions of the Control of

served on Dining-cars. Con-nects at Staunton, excep-Sunday, for Winchester, Va. and at Covington, Va., daily, for Hot Springs. for Hot Springs.

LEAVE FIGHTH - STREET STATION.

11:30 A. M., Daily, for Lynchburg and Clifton Forge, Connects at Bremo, except Sunday, for Arvonia, except Sunday, at Balcony for Lexington, and at W. Clifton Forge with No. 1 for Cincinnati.

4:00 P. M., Except Sunday, Local accommodation for Columbia.

TRAINS ARRIVE AT RICHMOND, BROAD-STREET NTATION.

BROAD-STREET STATION.

8:20 A. M., Daily, from Cincinnati, 11:15 A. M., Daily, from Norfolk and Old Point.
3:30 P. M., Daily, from Cincinnati and Louisville.
6:50 P. M., Daily, from Norfolk and Old Point.
7:45 P. M., Except Sunday, from W. Clifton Forge.
TRAINS AERIYE EIGHTH - STREET STATION.
8:50 A. M., Except Sunday, from Columbia.

6:20 P. M. Daily, from Lynchburg and Clifton Forge, and, except Sunday, from Lexington and Arvonia.

JOHN D. POTTS.

Assistant General Passenger Agent.

DEPARTURE OF STEAMERS.

BAY JAMES-RIVER ROUTE FOR

LINE. BALTIMORE. POINTS NORTH.

Appointed sailing days, every TUES-DAY, THURSDAY, AND SATURDAY at 3 P. M.
Freight received daily until 5 P. M.
Elegant state-rooms, heated by steam and lighted by electricity.
For tickets, state-room reservations, and further information, apply to
H. M. BOYKIN,
Ganaral Agent. 236 east Main street

PHILADELPHIA, RICH-PO MOND AND NORFOLK STEAMSHIP COMPANY.

Appointed sailing days: Every TUES-DAY, FRIDAY, and SUNDAY at daylight.
Freight received daily until 5 P. M.
Fare (including meals and berth), & on Friday's and Sunday's steamer.
For further information apply to
J. W. MCARRICK,
General Southern Agent; office Rocketta
W. P. CLYDE & CO.,
& General Agents, Philadelphia.

RAILBOAD LINES. **对首 2000年 2000年** ATLANTIC-COAST LINE

Schedule in Effect May 16, 1897. TRAINS LEAVE RICHMOND-UNION LEPOT.

9:00 A. M., Daily. Arrives Petersburg 9:21 A. M., Norfolk 11:28 A. M., Stops only at Petersburg. Waverly, and Suffolk, Va. 9:05 A. M., Daily. Arrive Petersburg. 9:00 A. M., Weldon 11:06 A. M., Fayetteville 4:15 P. M., Charleston 10:20 P. M., Savannah 12:50 A. M., Jacksonville 7:29 A. M., Fort Tampa 6:29 P. M., Connects at Wilson with No. 41, sarriving Goldsboro 3:10 P. M., Wilmington 5:45 P. M. Pulliman Sleeper New York to Jacksonville.
2:55 P. M., Daily. Local. Arrives Patengraphy.

ally, Local, Arrives Persburg 3:42 P. M. Make

M., Roanoke 7:50 A. M. istol 1:15 P. M. Pullman seper Richmond to Lynch-Sieeper Richmond to Lynch-burg. Arrives Petersburg 9:31 P. M., Weldon 11:29 P. M. Makes local stops be-tween Petersburg and Wel-don.

4:40 P. M. Sunday accommodation, makes all stops Richmond

4:20 A. M., Dany, from Jacasonyine, Su-vannah, Charleston, Atlanta, Macon, Augusta, and all points South, Sunday, At-lanta, Athens, Raleigh, Hen-derson, Lynchburg, and the West.

J. R. KENLY. Traffic Manager General Manager. CAMPBELL.

je 3 Division Passenger Agent.

2:00 A. M., No. 11, Southern Express, daily for Atlanta, Augusta, and points South, Sleeper Richmond to Danville, Greensboro', Salisbury, and Charlotte, Sleeper open at 5:39 P. M.

and Charlotte. Sleeper open at \$239 P. M.

Connects at Danville, Salisbury, and Charlotte with the Washington, and Southwestern Limited (No. 37), carrying sleepers New York to Asheville, Hot Springs, Chattanooga, and Nashville; New York to Memphis; New York to Tampa; and first-class day conch between Washington and Memphis, Connections are made for all points in Texas and California, Sleeper open for occupancy at 9:30 P. M.

noon, No. 9, solid train daily fer Charlotte, N. C., connects at Moseley with Farmville and Powhatan railroad. At Keysville for Clarksville, Oxford, Henderson, and Durham, and at Greensboro' for Durham, Raleigh, and Winston-Salsm; at Danville with No. 25, United States fast mail, solid train, daily for New Orleans, and New York to New Orleans and points South. 12:00

New Orleans, and New York to Jacksonville. Through sleeper Sallabury to Nashville vin Chattanooga, also, Pullman tourist sleeper every Wednesday Washington to San Francisco, without change.

6:00 P. M., No. 17, local, daily, except Sunday, for Keysville and intermediate points.

TRAINS ARRIVE AT RICHMOND.

9:17 A. M., daily. 10:40 A. M., Wednesdays and Fridays

8:00 P. M., dally, except Sunday, from West Point and intermediate sta-

Washington, D. C. C. W. WESTBURY, Travelling Pas-senger Agent, 920 east Main street, Rich-mond, Va. DEPARTURE OF STEAMERS.

ON OR ABOUT FEBRUARY 15, 1898,
THE SEATTLE AND KLONDIKE STEAMSHIP COMPANY will run a First-Class PASSENGER STEAMSHIP from Charleston, S. C., to St. Michael's, Alaska; thence up the Yukon river la small steam launches to the gold-fields. For passenger and freight rates address

A. S. EMERSON,
General Manager,
oc 6-W.F&Sui5t Charleston, S. C.

JAMES RIVER DAY LINE.

Steamer POCAHONTAS leaves MON-DAY, WEDNESDAY, and FRIDAY at 7 A. M. for Nortolk, Portsmouth, Old Point, Newport News, Claremont, and James-river landings, and connecting at Old Point and Norfolk for Washington, Baltimore, and the North. State-rooms reserved for the night at moderate prices.

5:30 P. M., Dally, Arrives Petersbur, 6:19 P. M. Makes all loca

6.19 P. M. Makes all local stope, Richmond and Peterburg, Richmond and Peterburg Response of the Norfolk and Western for Norfolk and Western for Norfolk and Mestern for Norfolk and Intermediate points, Emporta 2:10 (connects with A and D. for stations between Emporta and Lawrenceville), Weldon 0:52 P. M., Fayetteville 1:37 A. M., Charleston 6:92 A. M., Savannah 5:06 A. M., Jacksonville 1 P. M., Port Tampa 3:45 P. M.

NEW LINE TO MIDDLE GEORGIA POINTS, Arriving Alken 7:25 A. M., Augustus 18:10 A. M., Macon 11 A. M., Atlanta 12:15 P. M. Pullman Sleepers New York to Wilmington, Jacksonville, Port Tampa, Alken, Augusta, and Macon.

11:50 P. M., Daily, Arrives Petersburg

7:35 A. M., Sunday accommodation, TRAINS ARRIVE RICHMOND.

derson, Lynchburg, and the West.

8:37 A. M., Dally. Petersburg local.

8:00 A. M., Sunday only, from Arianta, Athens, Raleigh, Henderson, Lynchburg, and the West.

11;:05 A. M., Dally, Norfolk, Suffolk, and Petersburg.

6:50 P. M., Dally, Jacksonville, Savanah, Charleston, Wilmington, Goldsboro, and all points South, Norfolk, Suffolk, Waverly, and Petersburg.

8:56 P.M., Dally, Petersburg. Lynchburg, and the West.

9:40 A. M., Sunday accommodation, 7:25 P. M., Sunday accommodation, T. M. EMBRSON, J. R. KENLY. Traffic Manager General Manager.

Schedule Effective October 3, 1897. TRAINS LEAVE RICHMOND, VA.

6:90 A. M.
6:25 P. M., from Atlanta, Augusta,
Asheville, and Nashville.
8:40 A. M., from Keysville.
LOCAL FREIGHT TRAINS.
Nos. 61 and 62, between Manchester and
Neapolis, Va.

YORK-RIVER LINE VIA WEST POINT THE FAVORITE ROUTE NORTH. LEAVE RICHMOND, 4:30 P. M., No. 16, Baltimore Limited, dally, except Sunday, for West Point, there making close connec-tion on Mondays, Wednesdays, and Fridays with steamer for Balti-more; also, with stage at Lesion Manor for Walkerton and Tappa-hannock on Tuesdays, Thursdays,

Manor for Walkerton and Tappahannock on Tuesdays, Thursdays, and Saturdays.

2:30 P. M., No. 10. local express, Mondays, Wednesdays, and Fridays, for West Point and intermediate stations. Connects with stage at Lester Manor for Walkerton and Tappahannock; also, at West Point with steamer for Baltimore. Stops at all stations.

5:00 A. M., No. 46, Local Mixed, Loaves daily, except Sunday, from Virginia-Street Station for West Point and intermediate stations, connecting with stage at Lester Manor for Walkerton and Tappahannock.

TRAINS ARRIVE AT RICHMOND.

TRAINS ARRIVE AT RICHMOND.

West Point and Intermediate stations.

Steamers leave West Point at 6 P. M. Mondays, Wednesdays, and Fridays, and Baltimore at 5 P. M. Tuesdays, Thursdays, and Saturdays.

Ticket Office at Station, foot of Virginia street. Open from 9 A. M. to 5 P. M., and from 9:30 P. M. to 2 A. M. City ticket office, 303 cast Main street.

J. M. CULP. W. A. TURK, Traffic Mannseer. Gen. Pass. Agent. W. H. GREEN, General Superintendent, Washington, D. C.

KLONDIKE.

VIRGINIA NAVIGATION

State-rooms reserved for the night at moderate prices.
Electric-cars direct to the wharf. Fare, only \$1.5e and \$1 to Norfolk. Music by Grand Orchestrion.
Freight received for above-named places and all points in Eastern Virginia and North Carolina. IRVIN WEISIGER,
General Manager.

A. H. Drewry, President.

8 18

Old paners for sale at the Dispatch

SOUTHERN